



JRC DESIGN
CORPORATE COMMUNICATIONS
ENVIRONMENTAL GRAPHICS

4634 N. 44th Street
Phoenix, AZ 85018
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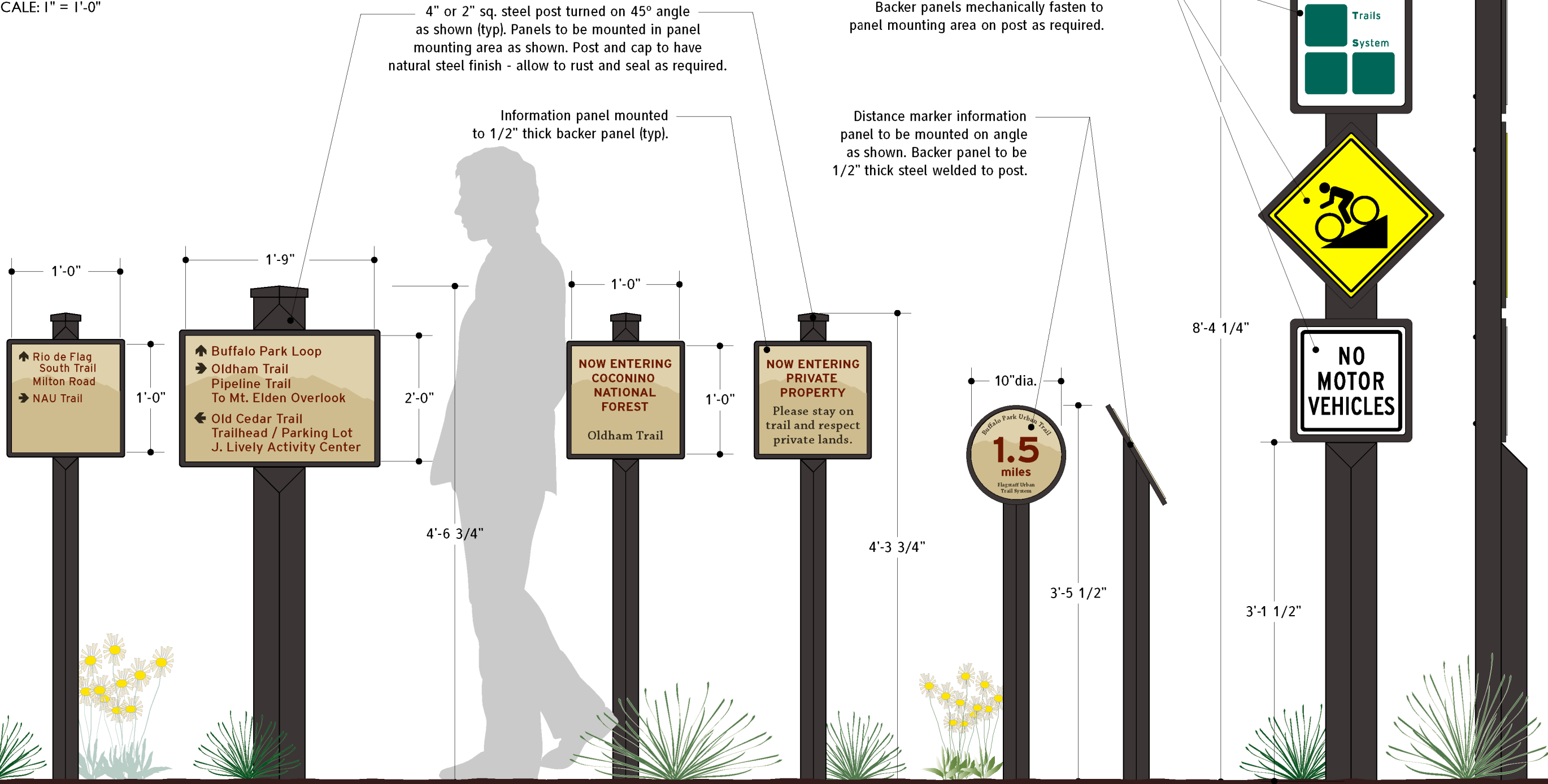
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PROJECT	
FLAGSTAFF URBAN TRAIL SYSTEM SIGNAGE	
CLIENT	
City of Flagstaff 211 West Aspen Flagstaff, AZ 86001	
PROJECT NO	03.37
PHASE	DD
DATE	12/13/04
SCALE	AS NOTED
DRAWN BY	AJL
CHECKED BY	JRC
REVISIONS	
APPROVAL	
DATE	
SHEET DD-01	



PLANVIEW
SCALE: 1" = 1'-0"



DIRECTIONAL SIGNS

BOUNDARY MARKER

DISTANCE MARKER

REGULATORY SIGN

ELEVATION
SCALE: 1" = 1'-0"



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DD-03

Interpretive sign panel to be designed with available content. Panel to be 1/2" thick Fiberglass Embedded Graphic to allow for photographic reproduction.

Custom profile header panel matches silhouette of San Francisco peaks. Header and panel below to be 1/2" thick, painted with applied graphics.

4" sq. steel posts to have natural steel finish (typ). Cap as shown to match FUTS fence. Allow to rust and seal posts and horizontal supports..

3'-0"

9 1/2"

2'-0"

5'-6"

3'-6" O.C.
(ADA compliant)

Horizontal supports to be 2" sq. steel tubes, mounted on 45° angle to match existing FUTS fence details.

INTERPRETIVE SIGN

ELEVATION

SCALE: 1" = 1'-0"



Lieutenant Edward Fitzgerald Beale

From 1857-60 Lt. Edward F. Beale and a crew of 100 men completed the first federal highway in the country. It went from Fort Smith, Arkansas, to Los Angeles, California, at a cost of \$200,000. This wagon road was used extensively by immigrants en route to California and livestockmen with large herds of cattle and sheep until 1882.



Beale Wagon Road near Register Rock

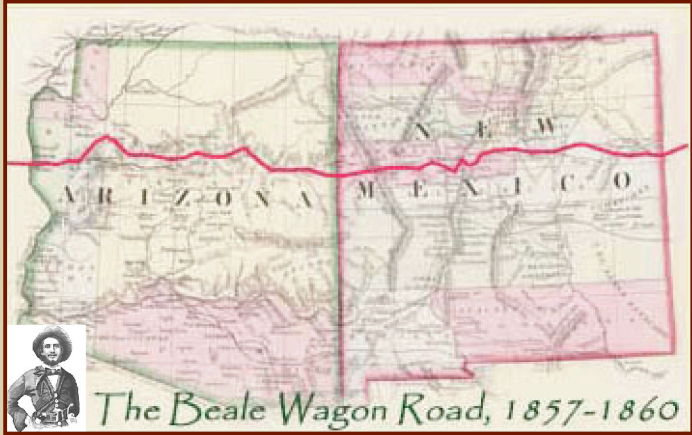
In 1857, Lieutenant Edward Fitzgerald Beale was assigned the job of building a wagon road across New Mexico and Arizona near the 35th parallel. Beale had had many years' experience in the west, first with the U.S. Navy in California, then with Kit Carson and John C. Fremont, and later, on government business and explorations in Arizona, New Mexico, Colorado, Nevada, Utah, and California.

Beale's road roughly followed Lt. Amiel Whipple's trail west across Arizona through the Flagstaff area and then headed west and a little north through Peach Springs and Truxton Wash (named for Beale's son), thence through the Kingman area and on to the Colorado River. Working from his ranch at Fort Tejon, California, Beale made several trips across the two states building and improving the road between 1857 and 1860. Perhaps the thing that Beale is most remembered for is the use of camels in his road-building expeditions. The camels were capable of traveling for days without water, carried much heavier loads than mules, and could thrive on forage that mules wouldn't touch. The camel driver Hadji Ali (Hi Jolly) worked for Beale and later lived in western Arizona. Ali's grave is marked by a stone pyramid topped by a copper camel in Quartzite, Arizona.

The Beale Wagon Road is still visible in many places today and has been well documented in north central Arizona by Jack Beale Smith in a series of booklets called Tales of the Beale Road. Lewis Burt Lesley published one of Beale's reports in 1929 in the book Uncle Sam's Camels.

PANEL DETAIL

SCALE: NTS



Beale's "Little Red Sandstone Buttes" at the mouth of Canyon Diablo

Canyon Diablo was a major obstacle to the explorers on the 35th parallel. It is virtually impassable by wagons, requiring a long detour to the north. At the point where it joins the Little Colorado River, however, the canyon disappears entirely. This area, near the Navajo community of Leupp, is where the Beale road crew crossed and then continued the road west.

An excerpt from Beale's report:

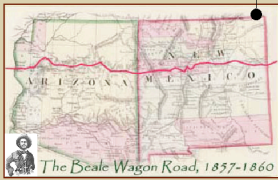
September 8 [1856], Camp 9. ..Travelling down the [Little Colorado] river bottom, which is here a wide valley on both sides, we came, in ten miles from the previous camp, to the mouth of the Canyon Diablo, where we encamped. This point is well marked by four little red sandstone buttes, which rise from the meadow near its mouth, and cannot be mistaken, as they are of peculiar form and isolated in position. They are about thirty or forty feet in height. We are now gaining on San Francisco mountain, which looks down on us this evening, and tomorrow we cross to encamp near its base.



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